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MEETING REPORT

Subject:

**Bolton/Moores Mill Transportation and
Circulation Study**

Department:

Transportation Planning

ARCADIS Project No.:

GABPA001.0001

Place/Date of Meeting:

**Clayton Water Authority
Auditorium/November 9, 2004**

Report No.:

1

Minutes by:

Maureen Gresham

Issue Date.:

November 15, 2004

Participants:

**Gregg Smith
Jeffrey Burrell
Ken Brown
Crew Heimer
Shadow
Gordon Kenna
Kenneth Lynch
Jia Li, City of Atlanta
Flor Velarde, City of Atlanta
Dan Dobry, URS
Maureen Gresham, ARCADIS**

Not Present:

**Cindy Dennis
Karyn Hudson
Scot Foerst
Thomas Frolik
Jim Huffstetler
Patrick Jeffrey
Jeff Burrell
Jennifer Fine
Preston Mason
Brian McHugh
Felicia Moore**

Copies:

All – Electronic

Community Involvement

Maureen Gresham stated that a summary of the first community meeting, the kickoff, is available on the city's project web site. Ms. Gresham then highlighted the following key comments from the Comment Card:

Biggest Issues

- n Truck traffic, speed, and volume
- n Existing infrastructure
- n Intersections

Desired Transportation Changes (in order)

- n Sidewalks
- n Reroute truck traffic
- n Improve roadways
- n Improve traffic control (i.e., intersections)
- n Bicycle facilities
- n Traffic calming
- n Transit

Funding Options Identified

- n Private
- n Local
- n Federal

Ms. Gresham also presented a display showing the results of the kickoff work session (available via the city's web site) and results from the Advisory Committee photo assignment (available via the city's web site).

Existing Conditions

Dan Dobry stated that the following information had been collected during 24-hour classification counts performed for Bolton Road, Marietta Road, and Marietta Boulevard:

- n For a 24-hour period on Bolton Road east of Hollywood Road, 13,280 vehicles were counted, and heavy trucks represented 19 percent of the total.
- n For a 24-hour period on Bolton Road west of Marietta Boulevard, 8,890 vehicles were counted, and heavy trucks represented 16 percent of the total.
- n For a 24-hour period on Marietta Road south of Bolton Road, 6,410 vehicles were counted, and heavy trucks represented 17 percent of the total.

Mr. Dobry stated that the traffic counts for Marietta Boulevard are being recounted and will be available at the next public meeting. Mr. Dobry also presented a display of existing conditions in the study area (available via the city's web site) and provided the following comments:

- n Land use includes residential, commercial, and industrial; there is a very unique mix of uses.
- n Traffic includes passenger/residential vehicles and heavy vehicles.

- n There is a large percentage (16 to 19 percent) of heavy vehicles for a residential corridor.
- n Bolton Road and Marietta Road are both substandard due to poor pavement condition, lane width, and lack of sidewalks throughout the corridor.
- n The following intersections experience peak-hour congestion:
 - Bolton Road and Marietta Boulevard
 - Bolton Road and James Jackson Parkway
 - Bolton Road and Hollywood Road

Mr. Dobry then presented two displays consisting of heavy vehicle circulation routes and passenger car trip distribution (available via the city's web site) and highlighted the following:

- n 16 to 19 percent of the average daily traffic (ADT) is heavy vehicle/truck traffic.
- n The primary paths for vehicle traffic include:
 - I-285 to/through Marietta Boulevard
 - I-285 to Norfolk Southern Intermodal entrance
- n The pavement condition is deteriorating due to heavy vehicle traffic.

Regarding passenger car trip distribution, Mr. Dobry stated the following:

- n ADT on Bolton Road ranges from 8,900 vehicles per day (vpd) to 13,500 vpd.
- n ADT on Marietta Road is 6,400 vpd.
- n The roadways are currently operating at Level of Service (LOS) E.
- n 76 percent of the a.m. vehicles on Bolton Road are headed eastbound, west of Hollywood Road.
- n 67 percent of the a.m. vehicles are headed westbound, east of Marietta Boulevard.
- n 80 percent of the a.m. vehicles are headed southbound on Marietta Road.

Mr. Dobry stated that the last three bulleted findings indicate a high employment level in the industrial area.

Recommendations

Mr. Dobry presented several potential recommendations including two draft heavy vehicle routing alternatives, four geometric concepts to improve the Bolton Road at Marietta Boulevard intersection, and the Bolton Road at Hollywood Road geometric concept as developed by JJ&G. These are described below.

Heavy Vehicle Routing Alternatives

- n Alternate No. 1 would initially run from Marietta Road northeastward along Perry Boulevard right-of-way, then transition to railroad right-of-way and assume an easterly track, terminating at Bolton Road in the vicinity of I-285. By utilizing this route, truck traffic accessing Marietta Road, Marietta Boulevard, and Bolton Road would be significantly reduced. However, right-of-way and construction costs would be substantial, thus this would represent a long-term approach.
- n Alternate No. 2 is based on utilization of existing roadway facilities. Heavy vehicle traffic currently originating on Marietta Road would be directed to Marietta Boulevard via Perry Boulevard. Existing roadway conditions on Marietta Road are not adequate for heavy vehicle traffic; however, Marietta Boulevard is better suited to handle this traffic. Heavy vehicle volumes experienced on Bolton Road would remain with an increase in heavy vehicle volumes on Marietta Boulevard, yet virtually all heavy vehicle volume experienced on Marietta Road would be eliminated. By using the existing roadway network, implementing heavy vehicle traffic control and enforcement, this represents a short-term, inexpensive approach.

Bolton Road at Marietta Boulevard Concepts

Geometric Concept No. 1

- n Realigns Bolton Road to replace obtuse approaches with perpendicular alignments.
- n Eliminates the Adams Drive and water treatment facility driveway from the intersection. Reroutes Adams Drive to connect with the southern leg of Bolton Road.
- n Extends Moores Mill Road to intersect Marietta Boulevard.
- n Assumes traffic signalization at the intersections of Bolton Road at Marietta Boulevard and Marietta Boulevard at Moores Mill Road.

Geometric Concept No. 2

- n Adds a second southbound exclusive left-turn lane on Marietta Boulevard.
- n Adds an eastbound full-length exclusive left-turn lane on Bolton Road at Moores Mill Road.
- n Eliminates the Adams Drive and water treatment facility driveway from the intersection. Reroutes Adams Drive to connect with the southern leg of Bolton Road.
- n Provides a shared-center left-turn lane on Marietta Boulevard adjacent to retail area.
- n Adds a second through lane on the eastbound approach of Bolton Road at Marietta Boulevard.

Geometric Concept No. 3

- n Same as concept no. 2; however, reroutes Adams Drive to align with an extended Moores Mill Road on Marietta Boulevard.
- n Assumes traffic signalization at the intersections of Bolton Road at Marietta Boulevard and Marietta Boulevard at Moores Mill Road/Adams Drive.

Geometric Concept No. 4

- n Similar in alignment to that posed in the Bolton/Moores Mill LCI master plan.
- n Aligns Bolton Road perpendicularly with Marietta Road from the south.
- n Eliminates Bolton Road between Moores Mill Road and Marietta Boulevard.
- n Extends Moores Mill Road to intersect Marietta Boulevard.
- n Eliminates the Adams Drive and water treatment facility driveway from the intersection. Reroutes Adams Drive to connect with the southern leg of Bolton Road.

Bolton Road at Hollywood Road

- n Eliminates Hollywood Road obtuse-angled approach at Bolton Road.
- n Aligns Hollywood Road perpendicularly with Bolton Road from the south, which improves safety by reducing clearance times and sight distance.
- n Cuts off the existing Hollywood Road approach to Bolton Road and adds a cul-de-sac treatment; thereby, existing residential structures retain roadway access.
- n Eliminates through traffic in adjacent residential areas.

Other potential recommendations, by category, include:

Circulation Routes

- n Reroute heavy vehicle traffic outside of residential areas.
- n Add new roadways.

Traffic Congestion Management

- n Upgrade existing traffic signal control and install new traffic signals at problematic intersections.
- n Reroute heavy vehicles.
- n Add turn lanes.

Roadway Upgrades

- n Improve roadway surface and/or implement a new typical section along Bolton Road.
- n Implement more visible striping and signage along Marietta Road and Marietta Boulevard.

Intersection Improvements

- n Reduce number of approaches and signal phases.
- n Realign obtuse roadway approaches.
- n Improve intersection illumination.
- n Upgrade pedestrian crossings.

Sidewalk/Bicycle Route Improvements

- n Add sidewalks along Bolton Road from Jackson Parkway to Marietta Boulevard.
- n Install traffic calming features.
- n Make existing speed humps compliant with the standards in the nationally recognized Manual of Uniform Traffic Control Devices (MUTCD).
- n Possibly add speed hump and roundabout on Marietta Road.

Meeting participants identified some of the existing barriers/issues for the improvements presented, including:

Moore's Mill Concept 1

- n Wetlands
- n Property ownership
- n Coordination with shopping center redevelopment

Heavy Vehicle Route Alternate 1

- n Need for road extensions (Perry Road)

Meeting participants also provided general comments for consideration by the project team, as described below.

- n Address how improvements will impact future heavy vehicle travel patterns.

- n Prioritize intersection improvements that divert truck traffic through residential areas over those that address existing problems.
- n Identify additional measures to divert heavy vehicle traffic, including speed bumps, height restrictions, traffic enforcement measures (signage), traffic calming, reduced lane widths, traffic circles, streetscaping, on-street parking, and mid-block crossings.
- n Need to identify planned projects, both infrastructure and development oriented.
- n Look into existing right-of-way off Marietta Road through to Collins for possible HV routing.
- n Gulf Coast High Speed rail line is the busiest rail line in the Southeast.
- n Consider PATH future trail plans.
- n Identify measures to keep heavy vehicles off Bolton Road.
- n Identify heavy vehicle generators.
- n Incorporate the Trust for Public Land recent acquisition near LaFarge industries into alternatives.
- n Identify short-term, inexpensive solutions.
- n Analyze the potential for the state to provide funding for improvements based on the fact that the area contains an intermodal station that is economically important for the state.
- n Address the feasibility of routing heavy vehicles from Norfolk Southern to the right (specifically intersection geometrics).
- n Incorporate planned growth into traffic volume assessments.
- n Address feasibility of installing a cul-de-sac on Marietta Road near Bolton Road.
- n Address Level of Service (provide an exercise to determine preferred Level of Service for the area).

Meeting participants also discussed the following as a potential heavy vehicle route with the primary objective of redirecting trucks:

- n Direct access to Marietta Boulevard at the southern end of the industrial area and then north to the I-285 interchange on Atlanta Road, keeping trucks completely off Bolton Road.

Next Steps

Ms. Gresham said that the next steps in the planning process include finalizing goals, objectives, and recommendations and developing the final plan. Ms. Gresham noted that the next community forum is scheduled for November 17, 2004 from 7:00 p.m. to 8:30 p.m. at the Agape Community Center and that the next Advisory Committee meeting is scheduled for December 2 from 6:30 p.m. to 8:00 p.m., location to be determined.

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1. Project Status

Maureen Gresham stated the project was currently on schedule, with the exception of stakeholder interviews.

2. Existing Conditions Review

Sonny Smoake reviewed the existing conditions presented at the last meeting to provide a base for the draft recommendations. Displays delineating existing facilities and vehicle volumes provided.

3. Draft Recommendations Overview

Sonny Smoake provided an overview of recommended improvements including the following:

- § Intersection improvements along the following
 - Hollywood Road at Bolton Road

- Bolton Road at Marietta Road
- Bolton Road at Marietta Boulevard
- § Traffic calming options
- § Heavy Vehicle Routes

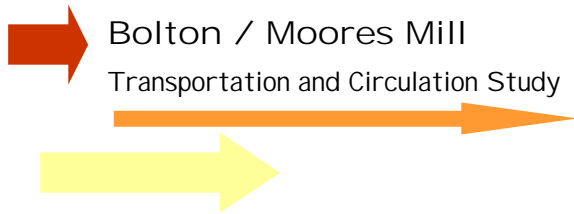
4. Work Session

Advisory Committee members provided the following comments:

- § Discuss existing bridge over railroad including age, lifespan, conditions, who is financially responsible for maintenance
- § ST track route
- § 5b, tie into Marietta Boulevard, may be a good talking point
- § GM 3 routes proposed for analysis
- § Impact Cobb County Atlanta Road project may have on the recommendations
- § Narrowing Hollywood Road
- § Criteria for flashing speed signs
- § Potential improvements to Marietta Road at the curve and PATH location.
- § Project costs
- § Talk with CSX to get NS to join in conversation
- § Is there a way to avoid Hills Park, possible change is to create new roadway. Marietta Road is an entrance to HH
- § Discuss with RR about locating roadway through welding plant.
- § Discuss non-profit implementation capabilities
- § Slow traffic on Bolton between church and Main Street.
- § No trucks on Bolton Road, consider truck driver behavior
- § Address stormwater impacts of projects
- § Bolton/Hollywood, incorporate left turn lanes
- § Incorporate left turn lane with the Main Street recommendation
- § Save trees
- § Consider aligning Moores with Adams, use cost, safety and flow as criteria.
- § Traffic signalization implementation
- § Bolton/Moores – new roadway, cost should be development oriented
- § Present recommendations at public meeting from west to east.
- § If recommending cul-de-sacs, keep pedestrian connections

Next Steps

Ms. Gresham noted that an additional community forum would be scheduled in January 2005 from 7:00 to 9:00, meeting location to be determined.



Kickoff Event Meeting Overview and Findings

Overview

The first City of Atlanta Transportation and Circulation Study community forum was held October 6, 2004, at the Agape Community Center. Thirty one community members, City staff members, and elected officials attended the event. The goals of the community forum were to:

1. Educate the community about the study purpose
2. Describe the planning process
3. Gather input about origin and destination points and transportation issues and opportunities

The public was notified of the community forum in several ways, including a press release, posters, an e-mail blast, and flyers. In addition, the City's web site contained information about the study and the public meeting.

Felicia Moore, City Council representative, welcomed meeting participants and provided an overview of the study goals. City of Atlanta Urban Planner Jia Li introduced City staff and the consultant team. Project Manager Maureen Gresham detailed the study purpose and planning process with a PowerPoint presentation.

Handouts included an agenda, a fact sheet, a comment card, and a meeting evaluation form. The fact sheet, comment card, and meeting evaluation form are included in Appendix A.

Findings

Comment Card

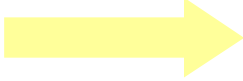
The comment card included a questionnaire directed at identifying transportation issues and opportunities within the study area. The results of the 17 comment cards returned are summarized below. Numbers in parentheses indicate more than one response. Responses are organized by the number of similar comments received and are further organized with specific comments placed under general headings.

1. What do you see as the primary strengths of the study area in its current state as it relates to transportation?
 - § Transportation (7)
 - Getting rid of truck traffic (6)
 - § Lessen heavy truck traffic on Marietta Road
 - § Immediately decrease heavy truck traffic on Marietta Road (2)



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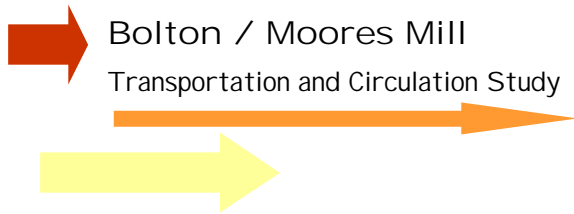


Kickoff Event
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- § Opportunity to deal with truck traffic
- § I see an immediate possibility for a decrease in heavy truck traffic...with a long-term goal of improving all types of traffic and pedestrian benefits
- § Focus situation on the transportation issues
- § Location (5)
 - Locational situation is strong for industrial growth
 - We are in the eye of the storm – traffic at rush hour times is a breeze. (It takes me about 7 minutes to get from the corner of Carroll and Marietta Road to 75 South.)
 - Priority to Atlanta City downtown/Midtown
 - Connections to major and growing centers
- § New people, new residents in the area, new ideas and input, access to I-285, downtown, Buckhead, Cobb
- § None

2. What do you see as the biggest transportation problem in the study area?

- § Truck traffic (10)
 - Truck speed and volume (6)
 - § High number of trucks that use this area 24 hours a day with no regard to posted speed limits or safety
 - § The number of heavy trucks that regularly use the area, at all hours of the day, at high speeds, very high speeds
 - § Truck traffic has increased to the point of hazard
 - § Large trucks traveling too fast on Marietta Road and surrounding streets
 - § Heavy trucks – going too fast
 - § Large truck congestion
 - Trucks (4)
 - § Presence of industrial trucks in residential roads
- § Infrastructure (4)
 - Lack of a road traveling east that is south of Carroll Drive and at RR
 - Bolton Road is a wreck. Future construction without infrastructure to keep up with the growth.
 - No convenient transit service to Midtown and downtown
 - Lack of pedestrian access
- § Intersections (3)
 - Intersection of Bolton and Marietta Boulevard and underpass of Bolton Road under train tracks
 - Bolton/Marietta Boulevard intersection
 - Marietta/Bolton/Plant/Adams intersection
- § Railroad, Chattahoochee River, and H₂O plants



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- § Unworkable mix of commercial and residential areas with main arteries to commercial areas running through or in close proximity to residential areas. Upcoming major traffic congestion due to new developments without consideration of traffic impact. In short – no planning strategy!

3. Where do you travel to/from within the study area?

- § Up and down Marietta Boulevard to 285/Marietta Street, up and down Carroll Drive and Chattahoochee Avenue, up and down Marietta Road, Bolton to Marietta Avenue
- § All over study area. I work in and live in area.
- § Bolton and Main to Marietta downtown
- § Paul Avenue, Marietta Boulevard, Moores Mill – downtown
- § Annie Street/Marietta Road intersection, interstate access at Howell Mill or Moores Mill.
- § Old Marietta Road to Marietta Boulevard via Carroll Drive
- § Marietta Road to Georgia Tech, Marietta Road to Kroger (Atlanta Road)
- § Live on Marietta Road – travel throughout the area
- § Marietta Boulevard, Bolton Road, Marietta Road, Carroll Road
- § Riverside to/from Marietta Boulevard, Marietta Boulevard/Bolton to/from Midtown and upper west side, Marietta Boulevard/Bolton to Huff Road
- § (Home) Defoor to Bolton Road
- § Howell Mill through to 285W
- § From Marietta Road up through Bolton Road
- § From Parkview subdivision to Buckhead by way of Bolton, Marietta Boulevard, and Moores Mill
- § Home to work and back, to restaurants
- § From home in Adams Crossing (Adams Overlook) to gas station (RaceTrac), to Kroger (Marietta/South Atlanta), to shops/restaurants on Huff and Howell Mill, through the area to work in Midtown
- § Bolton Marietta Corridor

4. What mode of transportation do use while traveling through the study area?

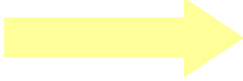
- § Car (16)
 - SUV (2)
- § Car/walk (2)
 - Pickup truck and feet

5. Name three types of changes you would like to see occur in the transportation network (roadways, sidewalks, bicycle, and/or transit) in the study area over the next three years? (Circle the change you would make first)



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§ Sidewalks (12)

- Better walkways for pedestrians
- Sidewalk and crosswalk construction
- Sidewalks “done right” with streetscape
- Sidewalks
- Sidewalks along Marietta Road/Ellen/Alma/Carroll Street
- Sidewalks
- Sidewalks
- Add sidewalks along Marietta Road and Marietta Boulevard
- Add sidewalks along Carroll Drive
- Sidewalks in certain areas that have become more of a residential center
- Sidewalk and street lighting
- Sidewalks along Bolton Road and Marietta Boulevard

§ Reroute truck traffic (8)

- Revise access of large trucks
- Reduction of truck traffic
- Reroute the semi-truck traffic off Marietta Road (I live at the corner of Marietta Road and Carroll Drive and each time a truck passes my home our house vibrates violently, slowing eating away at our foundation and discouraging me from having kids or pets at this house.)
- Bolton trucks off road
- Reroute truck traffic away from residential areas. Residential areas are rapidly growing in some areas.
- Elimination of tractor-trailer traffic on Marietta Road
- Large trucks no longer permitted on Marietta Road
- New road for trucks east and Marietta Boulevard north to 285 in Cobb County

§ Infrastructure improvements (7)

- Roadways
- Road and type of transport matching
- Roadway reinforcement, completely digging out roadbed, repaving
- Repave roads
- Reconstruct Bolton with concrete paving
- Barricade on Spink Street
- Bifurcate Marietta Road at path for greenspace in routing

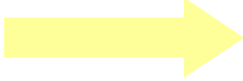
§ Traffic control (6)

- Intersection improvements of Bolton and Marietta
- Turn signal and intersection replanning at Bolton and Marietta Road
- Intersections, give me my left-turn lane off Marietta (headed north) onto Carroll
- Reduce bottleneck at Marietta and Bolton
- Lights, etc. at increasingly busy intersections, tactical use of one-way systems
- Signal at Bolton and Marietta Road intersection



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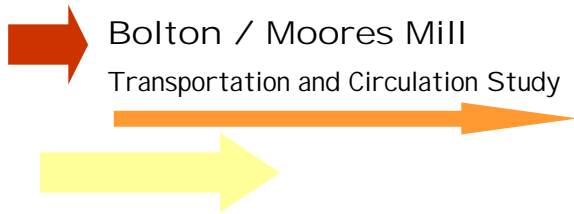
- Better traffic flow at intersection of Bolton/Marietta
- § Bicycle Facilities (6)
 - Paths
 - Lanes
 - PATH trails
 - Bike trails/paths, bike lanes
 - Bike lanes (dedicated) from Marietta Boulevard/Bolton along Bolton to Riverside and James Jackson
- § Traffic calming (5)
 - Decrease in heavy duty traffic/speed bumps along Marietta Road
 - Traffic claming
 - Speed bumps on Marietta Road
 - Implement speed bumps on Marietta Road, too much heavy truck traffic on Marietta Road
 - Stop signs and speed bumps on Marietta Road
- § Transit/light rail (3)
 - Rail transit
 - Transit on Marietta Boulevard to upper west side and Midtown

6. How do you think these improvements should be funded?

- § Private money (3)
 - Public and funds from developers building in the area
 - Developer contributions
- § City (3)
 - City should fund as they are City-mandated improvements
 - Capital improvement City of Atlanta with funds from federal government
 - Bonds, general fund (any means necessary)
- § Taxes (2)
 - Tax dollars
 - Business tax levy
- § Federal/state (2)
- § Grants (2)
 - LCI, quality of life bond fund
- § Anything but special assessment tax
- § Use inexpensive solutions, one solution – not many small ones over years
- § TAD money

Meeting Evaluation

The meeting evaluation survey included questions directed at identifying methods to improve future meetings. Eighteen comment cards were returned. The results are summarized below, with the numbers in parentheses indicating more than one response.



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Responses are organized by the number of comments received and are further organized with specific comments placed under general headings.

1. How would you rate this meeting overall? (1=very good, 5=very bad)

Very Good (6)

Good (4)

Adequate (2)

Bad (5)

Very Bad (0)

2. What did you like most about the meeting?

§ Information presented (9)

- Handouts, thoroughness of presenter
- Informative info about LCI program
- Information on the structure of the study
- Great handouts (leader was an effective and organized communicator)
- Gives more information about what was happening

§ Organization of meeting (6)

- Opportunity to voice my concerns
- Short and to the point – presenter stayed on point
- The question and answer session
- PowerPoint and speaker
- Hearing the plans for improvement
- Varied array of professionals to answer questions

§ Community interest (2)

- The interest shown – attendance
- The diversity of attendees, new ideas

§ The only thing I learned was that this entity is receiving \$40K to conduct a couple of meetings

3. In what areas do you feel the meeting could have been improved?

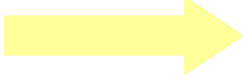
§ Information presented (3)

- Closer examination of a variety of points
- I would have liked to know what is the projected timeline for implementation and specifically what ideas are being tossed around



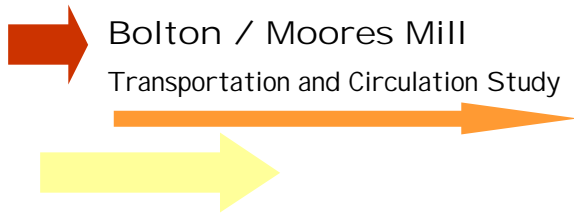
Bolton / Moores Mill

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Kickoff Event Meeting Overview and Findings

- Going in deeper on topics
 - § Organization (2)
 - Longer Q&A
 - Figure out how to get more input
 - § Speak more slowly
 - § More substantive work
 - § Web site made it seem like this was an **implementation** kickoff, not another study
4. Do you have an understanding of the proposed study process?
- a. Yes (18)
 - b. No Opinion (0)
 - c. No (0)
5. Regarding what you have learned, how would you rate the following statements? (1=strongly agree, 2=agree, 3=neither agree nor disagree, 4=disagree, 5=strongly disagree)
- a. I learned new information:
 - Strongly agree (5)
 - Agree (8)
 - Neither agree nor disagree (1)
 - Disagree (2)
 - Strongly disagree (1)
 - b. I was given an opportunity to provide input:
 - Strongly agree (5)
 - Agree (7)
 - Neither agree nor disagree (1)
 - Disagree (0)



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Strongly disagree (2)

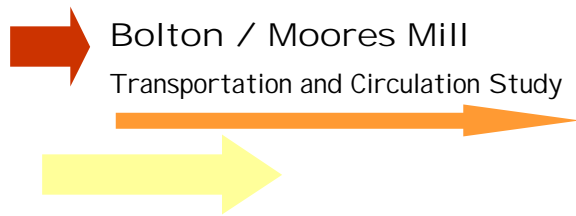
6. How did you find out about tonight's meeting?

- § Word of mouth (6)
- § Flyer (4)
- § Neighborhood meeting leaders (Shadow and Ken) sent out a letter (2)
- § Neighborhood organizations (2)
 - NPU meeting
 - E-mail from Adams Crossing Homeowners' Association secretary
- § Poster (1)
- § Web site (1)
- § E-mail (0)
- § Newspaper (0)

7. How would you prefer to find out about future meetings?

- § E-mail (16)
 - radcliffk@juno.com
 - bethanyortman@hotmail.com
 - butl4620@bellsouth.net
 - justinchaney_esq@yahoo.com
 - ouradaj@bellsouth.net
 - clive@unigard.com
 - gregg@cookswarehouse.com
 - ronaldcarrier@yahoo.com
 - jburrell@ajc.com
 - jmechols@bellsouth.net
 - klynch@yahoo.com
 - sheasmith1020@yahoo.com
 - fratui@yahoo.com
 - mcginnissj@hotmail.com
 - gkenna@mindspring.com
- § Newspaper (0)
- § Poster (0)
- § Web site (0)

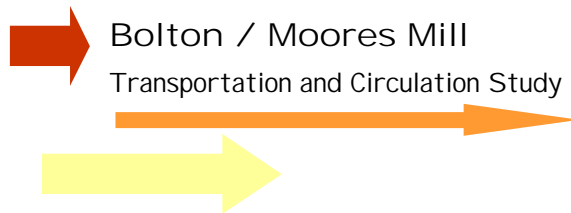
Other Comments: Mail box



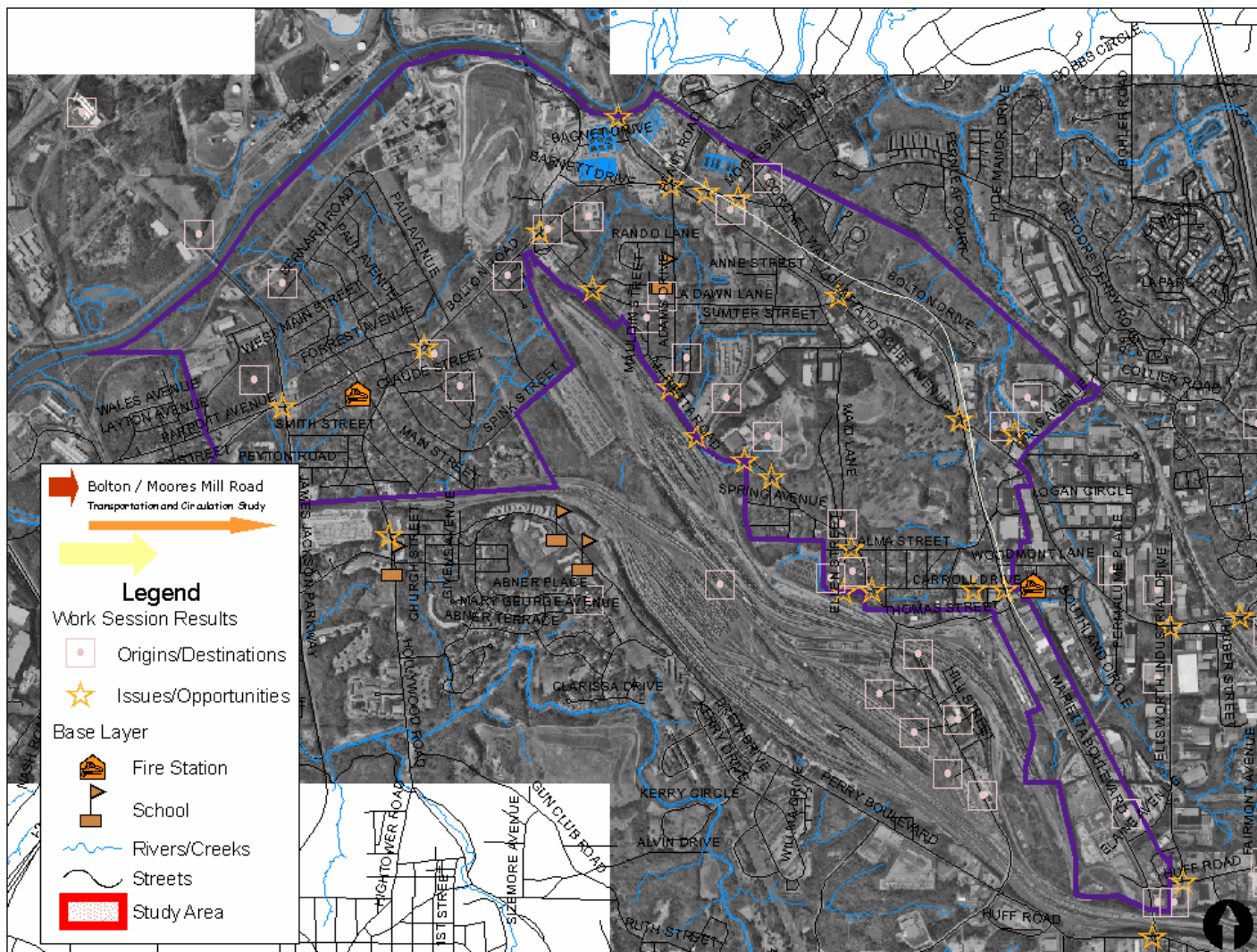
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Origin/Destination Points and Issues and Opportunities

Meeting participants indicated specific origin/destination points and transportation issues and opportunities by placing dots directly on study area maps displayed around the room. The results from this exercise are included in the following figure titled Kickoff Work Session Results.

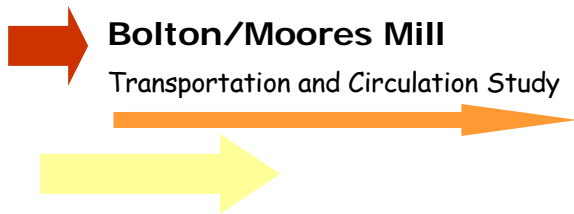


Bolton / Moores Mill Transportation and Circulation Study



Prepared for: City of Atlanta
Prepared by: ARCADIS/BPA JV

Kickoff Work Session Results



Overview

The second City of Atlanta Transportation and Circulation Study community forum was held November 17, 2004, at the Agape Community Center. Thirty community members and City staff members attended the event. The goals of the community workshop were to:

1. Provide an update on the project status
2. Review existing conditions
3. Review draft recommendations
4. Provide an opportunity for questions and answers
5. Gather input regarding draft recommendations

The public was notified of the community forum in several ways, including a press release, an e-mail blast, and fliers. In addition, the City's web site contained information about the study and the public meeting.

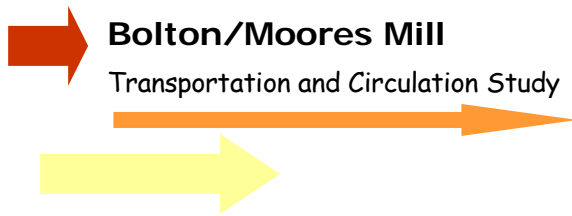
City of Atlanta Urban Planner and Project Director Jia Li welcomed meeting participants. Project Manager Maureen Gresham detailed the study purpose and planning process with a PowerPoint presentation.

Handouts included an agenda, a comment booklet, and a meeting evaluation form.

Overview

Ms. Gresham provided an overview of the project status by outlining completed tasks, as noted below.

1. Engaged the community (will continue)
 - Identified Issues/Opportunities
 - Advisory Committee photo assignment
 - Kickoff event
 - Identified Origins/Destinations
 - Kickoff event



2. Collected existing conditions data regarding the transportation network, planned improvements, and circulation patterns
3. Analyzed existing conditions, including truck and heavy vehicle impact/routing, potential project constraints, multi-mobility needs, and public/private investment needs
4. Developed draft recommendations

Ms. Gresham further highlighted results from the first kickoff meeting, as noted below.

Biggest Issues

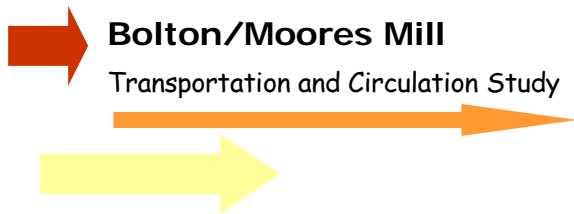
- Truck traffic, speed, and volume
- Existing infrastructure
- Intersections

Desired Transportation Changes (in order)

- Sidewalks
- Reroute truck traffic
- Improve roadways
- Improve traffic control (i.e., intersections)
- Bicycle facilities
- Traffic calming
- Transit

Funding Options

- Private
- Local
- Federal

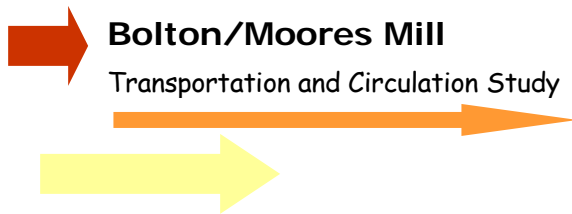


Ms. Gresham noted that the next steps include finalizing recommendations and developing a final plan that includes a five-year action schedule and long-term recommendations. She further noted that the final plan would be presented December 16, 2004. The location and time are yet to be determined.

Dan Dobry provided an overview of existing conditions, as detailed below.

Transportation Network

- Roadway Network
 - Major corridors include:
 - Marietta Boulevard and James Jackson Parkway: Arterials
 - Bolton Road: Major Collector
 - Marietta Road and Hollywood Road: Minor Collectors
 - Substandard roadways include:
 - Bolton Road
 - Marietta Boulevard north of Bolton Road
 - Hollywood Road near Bolton Road
- Alternate Transportation Modes
 - Sidewalks are noticeably missing on Bolton Road and Marietta Boulevard
 - PATH – Existing trail from Marietta Road to Marietta Boulevard
 - MARTA service along Bolton Road, Marietta Boulevard, Peyton Road, Hollywood Road, Marietta Road, Coronet Street, and Bolton Drive (Route Numbers: 60, 48, and 2)
- Planned Improvements
 - PATH trail network



Bolton/Moores Mill

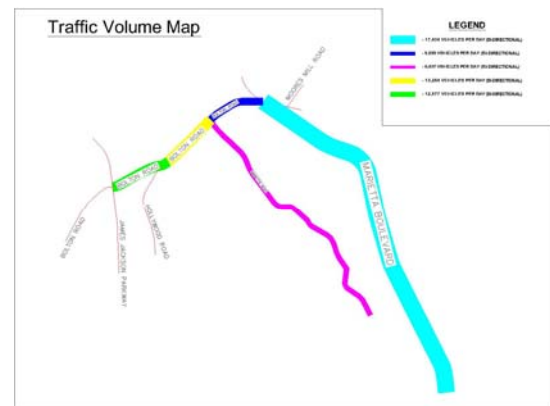
Transportation and Circulation Study

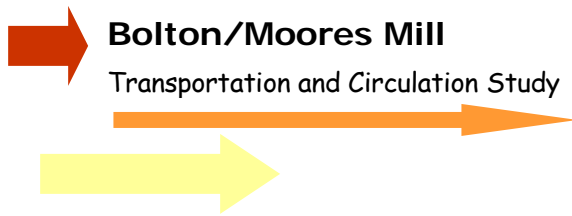
Community Workshop Meeting Overview and Findings

- Sidewalk/resurfacing project on Bolton Road between James Jackson Parkway and Marietta Boulevard
- Streetscaping project to follow/accompany sidewalk project

Circulation Patterns

- Heavy Vehicle
 - 16 to 19 percent of the average daily traffic (ADT) is heavy vehicle/truck traffic
 - Primary paths:
 - I-285 to/through Marietta Boulevard
 - I-285 to Norfolk Southern Intermodal entrance on Marietta Road
 - Major generators include:
 - Norfolk Intermodal
 - CSX Rail Station
 - LaFarge Industries
 - Fulton County Landfill
 - Passenger vehicle traffic
 - A.M. peak traffic flow primarily in the eastbound direction
 - P.M. peak traffic flow primarily in the westbound direction
 - ADT ranges from:
 - 8,900 vehicles per day (vpd) to 13,500 vpd on Bolton Road
 - 6,400 vpd on Marietta Road
 - Roadway Levels of Service (LOS) – currently operating at a LOS E throughout study area





Mr. Dobry also provided a review of draft recommendations, as noted below.

Roadway Upgrades

- Improve roadway surface along Bolton Road
- Implement a new typical section along Bolton Road
- Construct more visible striping and signage along Marietta Road and Marietta Boulevard
- Additional recommendations incorporated into new heavy vehicle routing alternatives

Sidewalk Improvements

- Bolton Road from James Jackson Parkway to Marietta Boulevard (planned)
- Marietta Boulevard

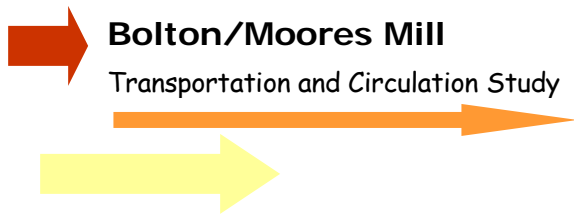
Traffic-calming Features

- Readdress existing speed humps to make them MUTCD-compliant
- Speed hump and roundabout implementation on Marietta Road
- Incorporate bulb-outs on Bolton Road typical street section

Intersection Improvements

Objectives

- Reduce number of approaches
- Simplify signal phasing
- Realign obtuse roadway approaches
- Improve intersection illumination
- Upgrade pedestrian crossings



Recommended Intersections for Improvement

- Marietta Boulevard at Bolton Road
- Bolton Road at Hollywood Road

Bolton Road/Marietta Boulevard Concept 1

- Creates a perpendicular intersection
- Reduces lanes from six to four
- Removes Adams Lane from intersection
- Extends Moores Mill to Marietta Boulevard

Benefits

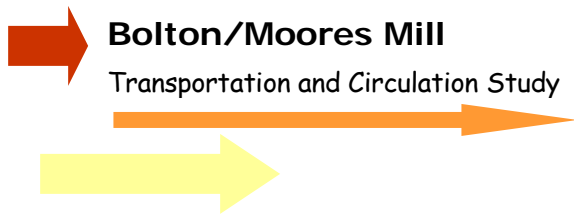
- Improves safety
- Improves traffic flow
- Creates new entry for Adams Road
- Provides better roadway connectivity (Moores Mill extension)

Challenges

- Reduces lane capacity
- Requires right-of-way purchase
- Eliminates access to businesses on Bolton Road

Bolton Road/Marietta Boulevard Concept 2

- Creates a left-turn lane on Bolton Road at Moores Mill Road
- Removes Adams Road from intersection
- Creates a dual left-turn lane on Marietta Boulevard



Benefits

- Improves safety
- Improves traffic flow
- Creates new entry for Adams Road

Challenges

- Reduces lane capacity
- Requires right-of-way purchase
- Does not improve roadway connectivity

Bolton Road/Hollywood Road Concept 1

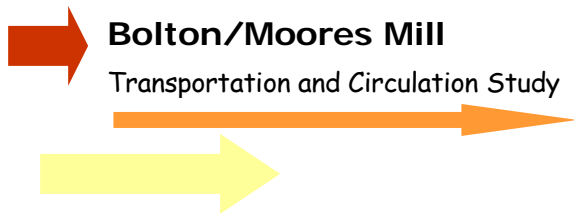
- Eliminates through movement on Hollywood Road
- Bolton Road remains a through movement
- Hollywood Road has a new realignment to Bolton Road

Benefits

- Improves intersection safety
- Discourages truck use of Hollywood Road
- Opportunity for gateway landscaping

Challenges

- Cost prohibitive (new road construction, traffic signal)
- Long-term solution
- Requires residential traffic rerouting



- Requires right-of-way purchase
- Does not improve roadway connectivity

Bolton Road/Hollywood Road Concept 2

- Eliminates through movement on Bolton Road
- Hollywood Road remains a through movement
- Requires two 90-degree turning movements (on Bolton Road)

Benefits

- Eliminates skewed intersection approach
- Discourages use of Bolton Road by truck traffic
- Opportunity for gateway landscaping

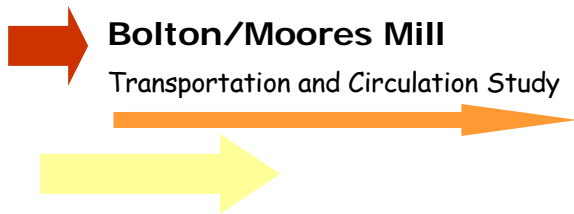
Challenges

- Cost prohibitive (new road, traffic signal construction)
- Long-term solution
- Possible increase in congestion
- Requires purchase of right-of-way
- Does not increase roadway connectivity

Truck Routing Options

Objectives

- Divert truck traffic from residential roads
- Increase safety
- Identify both long-term and short-term solutions



Short-Term Strategies

- Eliminate left-turn movements
- Install physical barrier
- Prohibit through truck trips

Issues

- Extensive enforcement required
- Legal considerations
- Violates design standards
- Potential traffic volume rerouting through residential areas

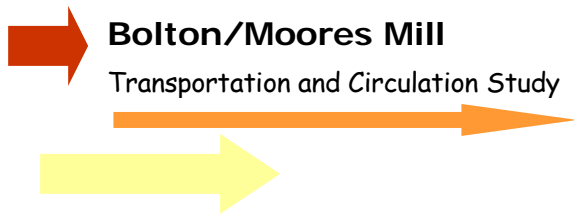
Option 1

Benefits

- Diverts truck traffic from Bolton Road
- Reduces vehicle congestion
- Increases safety in residential areas

Challenges

- Cost prohibitive (new road construction)
- Long term
- Introduces truck traffic to neighboring residential areas
- Requires purchase of railroad right-of-way



Option 2

Benefits

- Diverts truck traffic from Marietta Road
- Reduces vehicle congestion
- Increases safety in residential areas
- Short term
- Low investment

Challenges

- Enforcement
- Nothing to keep traffic off Bolton Road
- Introduces additional truck traffic to Marietta Boulevard

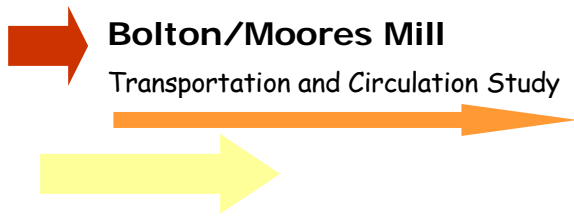
Option 3

Benefits

- Diverts truck traffic from Bolton Road
- Reduces vehicle congestion
- Increases safety in residential areas

Challenges

- Cost prohibitive (new road construction)
- Long term
- Introduces truck traffic to neighboring residential areas
- Potential traffic congestion at Hollywood Road and James Jackson Parkway



Option 4

Benefits

- Diverts truck traffic from Bolton Road
- Reduces vehicle congestion
- Increases safety in residential areas
- Provides good access interchange at I-285

Challenges

- Cost prohibitive (new road construction)
- Long term
- Introduces truck traffic to neighboring residential areas
- Potential traffic congestion at Hollywood Road, James Jackson Parkway, and Bankhead Highway

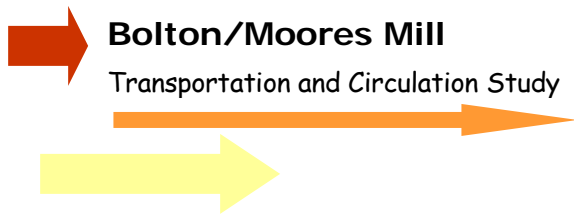
Option 5

Benefits

- Diverts truck traffic from Bolton Road
- Reduces vehicle congestion
- Increases safety in residential areas
- 5b possible in the short term, less costly option

Challenges

- Cost prohibitive (new road construction)
- Long term



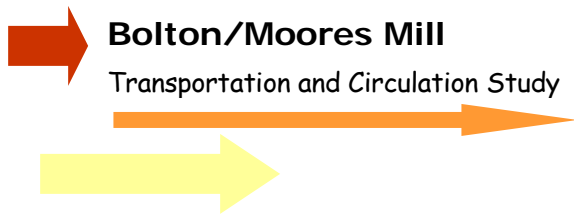
- Introduces truck traffic to neighboring residential areas near Hollywood Road (adds new intersection)
- Requires purchase of railroad right-of-way
- Requires construction of bridge over rail yard

Findings

A question/answer session, comment booklet, and meeting evaluation card were used to gather input from meeting participants. The following details the comments received.

Question/Answer

- Q: Do you know how much truck traffic actually goes from Bolton Road to Marietta Road?
- A: We believe that most trucks on Bolton Road also travel on Marietta Road.
- Q: Could we completely prohibit trucks from Marietta Road? Where are they headed?
- A: Given our understanding of the origin/destination of truck trips, we will have to address connections to I-285 north and I-285 south.
- Q: Where would trucks go if Marietta Road were disconnected?
- A: Marietta Boulevard, a local street (Spinks Street), and cut-throughs off Perry Boulevard. (Perry Boulevard also has severe geometric deficiencies – many trucks are to/from the two large truck terminals.)
- Q: Did you count traffic on Hollywood Road?
- A: No.
- Q: Would the N/S truck terminal have to be relocated if trucks were prohibited on Marietta Road?
- A: This is yet to be determined.



Q: Do the recommendations take into account planned developments?

A: Yes.

General Comments

Comment: Closing Hollywood Road is not a good idea. Consider eliminating turn from Bolton Road to Hollywood Road. Replace with turn at Main Street/Bolton Road.

Comment: Noticed increase in truck traffic within last year, particularly on Bolton Road.

Response: Train freight has increased within last year. May be related.

Response: Deteriorating pavement condition is contributing to truck noise and vibration.

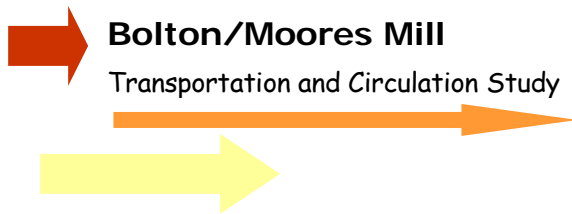
Comment Booklet

The comment booklet included questions directed at gathering input regarding issues and opportunities of the draft recommendations presented. The results of the 16 comment cards returned are summarized below. Numbers in parentheses indicate more than one response.

Bolton Road/Marietta Boulevard Concept 1

Which benefit do you think is most important?

- The improvement of traffic flow (6)
- Oppose this concept
- Resulting four-way intersection with new Adams Road entrance and opportunity to landscape H₂O facility boundaries to neighborhood.
- This four-way, 90-degree intersection is the best plan. Eliminate Adams Road connectivity. Improve traffic from Bolton to Moores Mill.



Which challenge do you think is most critical?

- The funding for right-of-way purchase (4)
- Eliminating business access on Bolton
- Can't get land from both Clayton sites

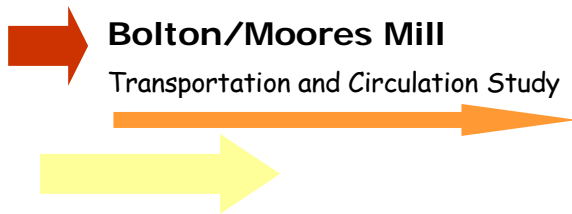
Do you think there is a benefit/challenge being overlooked?

- Brings truck traffic behind Adams Crossing and we become an island surrounded by traffic – no good!
- Get rid of dog leg of Bolton/Defoors. Keep Bolton where it is. Move Adams, thus four-point intersection.
- Creating heavy landscape areas along H₂O property boundaries to neighborhoods – benefits are visual and may help reduce any odors.
- We like this one much better. Ninety-degree turns are safer, also, wider roads.
- The Moores Mill extension is not critical at this point. Truck traffic from Bolton either turns left or right onto Marietta Boulevard. Make it so there is a dedicated left, a dedicated through to Moores/Bolton (US Gas), and a dedicated right to Marietta. Three lanes eastbound instead of two.

Bolton Road/Marietta Boulevard Concept 2

Which benefit do you think is most important?

- Improves traffic flow (4)
- Creates new entry for Adams (2)
- Oppose

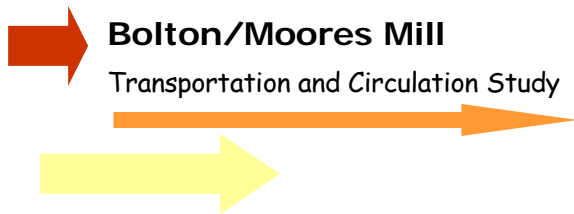


Which challenge is most critical?

- Requires right-of-way purchase (4)
- Reduces capacity (2)
- Requires right-of-way purchase – but go for it!
- Not sure of keeping five-way (six-way) intersection when can have four-way, 90-degree intersection areas

Do you think there is a benefit/challenge being overlooked?

- This idea looks most economic, but other than tinkering would seem to offer few real solutions.
- Much better for residential already in place. Less impact to existing intersection. Less land to acquire and rework.
- I agree with Keith that westbound Bolton traffic should not turn left onto Hollywood and be forced up Bolton to access the neighborhood. No direct access via Hollywood.
- Get rid of dog leg Bolton/Defoors. Trade for through access through shopping center. This is a good one.
- We like the cut-through at the shopping centers – it's missing on this concept.
- Still a bad left turn from Bolton Road to Marietta Boulevard (heading toward river and I-285).
- Creating heavy landscaping areas long H₂O property boundaries to neighborhoods – benefits are visual and may help reduce odors.
- This plan isn't as good.



Bolton Road/Hollywood Road Concept 1

Which benefit do you think is most important?

- Discourages truck use (4)
- None – safety not an issue. Why discuss trucks on Hollywood?
- I would have to use this intersection before I could comment
- Not familiar enough with this intersection

Which challenge is most critical?

- Cost (3)
- Cul-de-sac of Hollywood will be tough

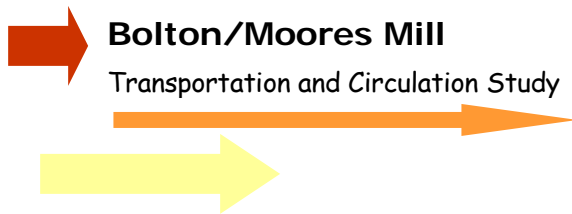
Do you think there is a benefit/challenge being overlooked? Please explain in the space provided below.

- Eliminate left turn from Bolton west onto Hollywood. Straighten Bolton east by removing westbound turn lane.
- Remove turn lane from Hollywood to Bolton. Better flow in both directions. Use Main Street as main throughway. Main Street 60 feet wide at Hollywood.
- Instead of blocking traffic and putting in a cul-de-sac, stop people heading westbound on Bolton from turning left onto Hollywood. Then make it so traveling east on Bolton does not require making a weird left turn.

Bolton Road/Hollywood Road Concept 2

Which benefit do you think is most important?

- Discourages use of Bolton Road by truck traffic (2)
- Eliminates skewed intersection (2)
- Not familiar enough with this intersection



- Not practical
- Opportunity for gateway landscaping

Which challenge is most critical?

- Cost
- Doesn't increase roadway connectivity
- Cul-de-sac'ing Bolton Road is going to be tough

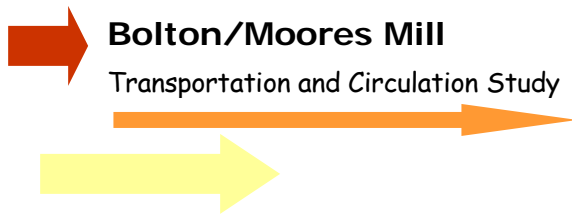
Do you think there is a benefit/challenge being overlooked? Please explain in the space provided below.

- Trucks have no business using Bolton Road (this far from direct access to commercial sites). The I-285 exit to Bolton should be access only. There are other much more suitable roads and intersections for commercial access.
- Modify plan by not doing new road, rerouting left-turn traffic onto Main Street, plus its existing roads, so not as much cost.
- Move main traffic to Main Street. Make them turn. Slow them down.
- I do not like the idea of blocking either road. Just improve the intersection (Y).

Heavy Vehicle Routing Alternate 1

Which benefit do you think is most important?

- Diverting truck traffic (4)
- Increases safety in residential areas
- Seems most logical to getting traffic off of Marietta Boulevard



Which challenge is most critical?

- Cost issues/long-term solution (3)
- Introduces truck traffic to neighboring residential areas
- Requires purchase of railroad right-of-way
- Adding connector, which is very important and a good alternative

Heavy Vehicle Routing Alternate 2

Which benefit do you think is most important?

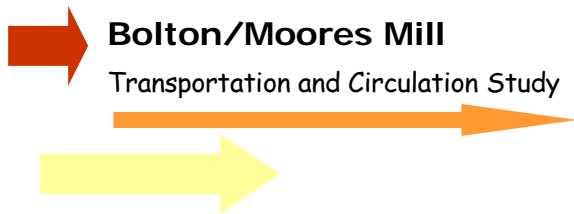
- Short term (2)
- Diverts truck traffic from Marietta Road (2)

Which challenge is most critical?

- Enforcement (2)
- Nothing helps Bolton/Hollywood (2)

Do you think there is a benefit/challenge being overlooked? Please explain in the space provided below.

- This seems to be the easiest, quickest solution. This would help the issue drastically.
- Removing traffic flow from Marietta Road would divert traffic from Bolton.
- This would greatly reduce the heavy truck traffic through a residential area. This would also reduce traffic on Bolton Road. This is the most important and cost-effective way to correct the problem.
- This is too short term.



Heavy Vehicle Routing Alternate 3

Which benefit do you think is most important?

- Diverts truck traffic (4)
- Impossible – no land at J.J. and Bolton for the wide left turn

Which challenge is most critical?

- Cost (2)
- Introduces truck traffic to neighboring residential areas (2)
- There is a large mixed-use development coming there
- Potential traffic congestion at Hollywood and James Jackson Parkway – must divert from Hollywood

Do you think there is a benefit/challenge being overlooked? Please explain in the space provided below.

- Best plan that I see. Try to direct more traffic to Marietta Boulevard and the use of the South Atlanta Road/I-285 interchange.

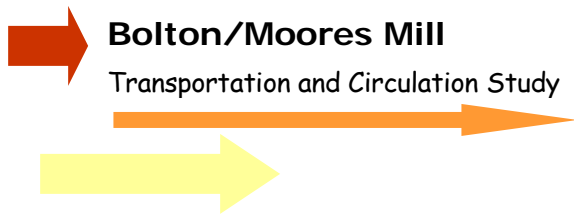
Heavy Vehicle Routing Alternate 4

Which benefit do you think is most important?

- Diverts truck traffic from Bolton Road (2)
- Provides good access to I-285

Which challenge is most critical?

- Introduces truck traffic to neighboring residential areas (2)
- Cost
- Potential traffic congestion at Hollywood Road, James Jackson Parkway, and Bankhead Highway



Heavy Vehicle Routing Alternates 5a and 5b

Which benefit do you think is most important?

- Diverts traffic (2)
- 5a – New right-of-way solves problem
- 5b possible short term, less costly option – Good one!

Which challenge is most critical?

- Cost of bridge over tracks and right-of-way acquisition (2)
- Introduces truck traffic to neighboring areas (2)
- Bridge over rail yard
- Small road that is new
- This concept deposits truck traffic onto Marietta Road by residential areas

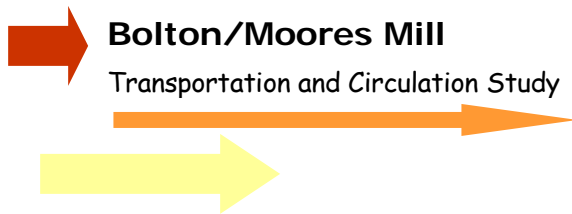
General Comments

Do you think there is an intersection improvement recommendation missing?

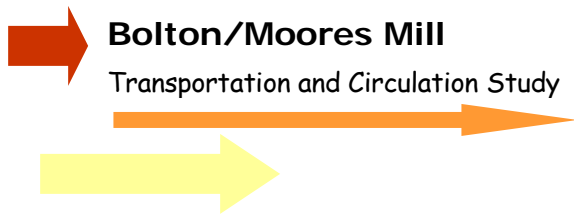
- I-285/Atlanta Road should be improved.
- Traffic light at Carroll Drive and Marietta Road.
- Utilize the Main Street connection between Bolton and Hollywood to slow and redirect traffic. The space is there and it is 90 percent commercial.

Do you think there is a truck route being overlooked? If so, please indicate the route you think should be used for heavy vehicles, and why, in the space below.

- There already exists three perfectly suitable truck routes to and from I-285: I-20/Atlanta Road; S. Cobb Drive; and Marietta Boulevard. If other roads were strictly enforced as “access only” I believe the problem could be alleviated considerably without great expense.



- Introduce lights and stop signs on Bolton Road and Marietta Road.
- Enforce weight restriction on bridge over marshalling yards at Marietta Road/Carroll Drive.
- Make improvements to Marietta Boulevard and provide access to truck yards (Route No. 2 and 5b) eliminate.
- See what we can do to get them to James Jackson.
- Truck traffic on Marietta Road (road is dangerous for trucks) and Marietta Road can develop into a true residential area then make improvements to Perry Boulevard so a one-way loop could happen.
- 5b – Don't need other portion – red left turn onto Bolton – need to look at increase – Carroll.
- Speed bumps have been listed in the slides but have not been talked about. Speed bumps on both Bolton Road and Marietta Road would begin to divert trucks from using both.
- I'm ignoring alternatives and recommending the following:
 - Truck traffic northbound – via Marietta Boulevard
 - Truck traffic westbound – south to Bankhead then west to I-285
 - Truck traffic southbound – Marietta Boulevard
 - Truck traffic eastbound ? is this needed
 - No use of Bolton for trucks
- Of the five alternatives, Alternate 3 is my favorite. Any heavy vehicle traffic heading northeast on I-285 would take Marietta Boulevard/Atlanta Road and traffic going southwest would take Perry.
- How important of an issue is this within the funds allocated for street and traffic improvement? What priority do these ideas hold?



Bolton/Moores Mill

Transportation and Circulation Study

Community Workshop Meeting Overview and Findings

- Road pavement improvement is necessary. Completely rebuilding the road bed and getting rid of the bumps is necessary. I don't care about sidewalks as much as intersections and road improvements. I thank any money that can be found to purchase rights-of-way, especially at Bolton and Marietta Boulevard.

Meeting Evaluation

The meeting evaluation survey included questions directed at identifying methods to improve future meetings. Six evaluations were returned. The results are summarized below, with the numbers in parentheses indicating more than one response.

1. How would you rate this meeting overall?

Very Good (3)

Good (1)

Adequate (0)

Bad (0)

Very Bad (0)

2. What did you like most about the meeting?

- Overview
- I'm new to the area and learned about a lot of problems of which I was not aware
- Comment that was made
- Good tag-team tactics to share info and keep guests involved
- Visual aids very helpful
- Logical layout of options and maps

3. In what areas do you feel the meeting could have been improved?

- The geometric concepts #1 and #2 were hard to understand
- Really don't know
- Make recommendations based on your professional experience that have worked for other communities

4. Do you have an understanding of the benefits and issues of the proposed recommendations?

a. Yes (6)

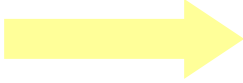
b. No Opinion (1)

c. No (0)



Bolton/Moores Mill

Transportation and Circulation Study



Community Workshop Meeting Overview and Findings

5. Regarding what you have learned, how would you rate the following statements? (1=strongly agree, 2=agree, 3=neither agree nor disagree, 4=disagree, 5=strongly disagree)

a. I learned new information:

Strongly agree (7)

Agree (0)

Neither agree nor disagree (0)

Disagree (0)

Strongly disagree (0)

b. I was given an opportunity to provide input:

Strongly agree (4)

Agree (1)

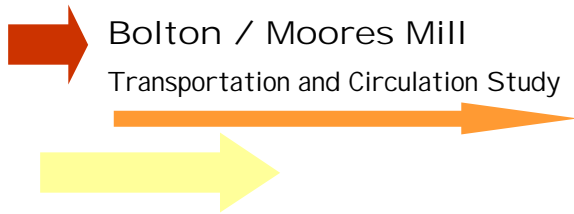
Neither agree nor disagree (0)

Disagree (0)

Strongly disagree (0)

6. How did you find out about tonight's meeting?

- Word of mouth (1)
- Flier (3)
- Web site (1)
- E-mail (3)



Overview

The third City of Atlanta Transportation and Circulation Study community forum was held December 16, 2004, at the Agape Community Center. Twenty community members, City staff members, and elected officials attended the event. The goals of the community forum were to:

1. Provide an update on the project status
2. Present draft recommendations
3. Gather input about and prioritize draft recommendations

The public was notified of the community forum in several ways, including a press release, an e-mail blast, and flyers. In addition, the City's web site contained information about the study and the public meeting. Handouts included an agenda, a comment card, a meeting evaluation form, and a summary of the community workshop.

The meeting format included a presentation, a question/answer session, and a work session where meeting participants were provided an opportunity to view conceptual drawings of the proposed maps and provide comments.

Presentation

Maureen Gresham reviewed tasks completed to date, which included:

§ Public Involvement

- Two community meetings
- Three Advisory Committee meetings
- Interviews

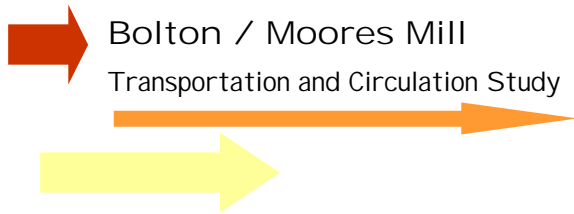
§ Data collection

§ Existing conditions

§ Analysis/recommendations

§ Final Plan documentation under way

Ms. Gresham noted that remaining tasks included:



Community Forum
December 16, 2004
Meeting Summary

§ One additional meeting to be held in January

§ Interviews with railroad representatives

Sonny Smoake provided an overview of the draft recommendations and noted that recommendations were developed based on:

§ Analysis

§ Community input

§ Advisory Committee input

Mr. Smoake also noted that recommendations included:

§ Circulation routes

§ Traffic congestion management

§ New truck routing

§ Intersection improvements

Specific recommendations included:

§ Bolton/Hollywood Intersection Improvement – realigns to a perpendicular intersection with Bolton Road; Hollywood cul-de-sac

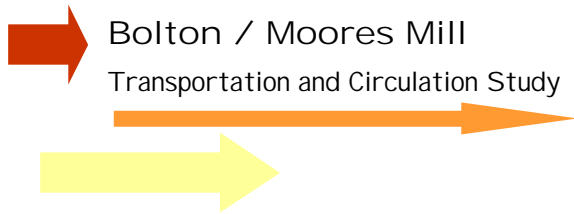
§ Bolton/Marietta Boulevard Intersection Improvement– Relocates Adams Road and becomes right-in/right-out intersection; Moore’s Mill Road extension to Marietta Boulevard is included.

§ Bolton Road/Marietta Road – corrects alignment and relocates intersection; avoids planned development at corner of Bolton/Marietta.

Mr. Smoake noted that all intersection improvements include upgraded sidewalks, crosswalks, and pedestrian features.

§ Heavy Vehicle Routing

- Heavy Vehicle Route No. 5a and 5b– A proposed new roadway connecting to Bolton Road for trucks; removes trucks from Bolton Road east of James Jackson Parkway; approximate cost is \$12 million.



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- Heavy Vehicle Route Alternate 2a and 2b – new, based on input from community.

Mr. Smoake commented that the heavy vehicle/truck routing strategies will require City enforcement and signage. The combination of strategies is important in realizing the total improvement.

§ Traffic Calming Zones

Mr. Smoake noted that a variety of traffic calming measures are recommended for specific roadways, however several types of traffic calming were analyzed for applicability to the study area. These included:

- § Chicanes
- § Speed tables
- § Roundabouts
- § Traffic circle
- § Center island
- § Textured pavement

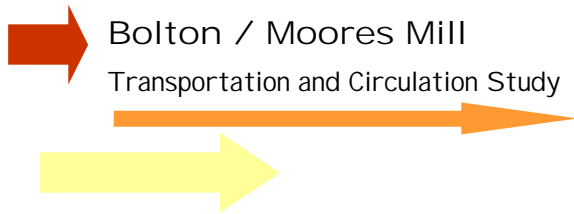
Mr. Smoake noted that specific traffic calming measures are recommended along the following roadways:

- § Bolton Road – center islands, speed monitoring
- § Hollywood and Marietta Road – stop control, speed monitoring, center islands
- § Residential streets - textured pavement and speed tables (where approaching major streets).

Findings

Question/Answer

Comment: Water treatment plant has plans to modify driveway connection to Bolton Road. This needs to be incorporated into the Bolton/Marietta Boulevard intersection improvement recommendation.



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Question: Will upgraded intersections be signalized?

Answer: Yes.

Question: Did you identify the planned turn-lane improvement to the driveway at LaFarge?

Answer: No.

Comment: Resurfacing will likely involve **total** reconstruction of pavement.

Question: Does Bolton/Marietta include left-turn lanes?

Answer: Yes.

Question: To what extent do we believe railroad intermodal truck traffic will be increasing in the future?

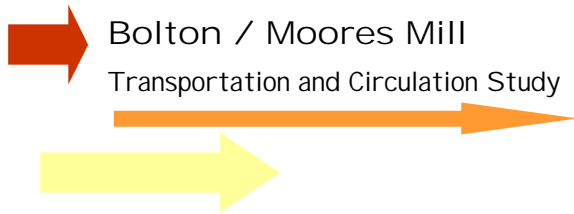
Answer: We'll ask, but it is unlikely that Norfolk Southern will provide specific data.

Question: Will rerouting trucks to Marietta Boulevard impact traffic operations on Marietta Boulevard?

Answer: It was not analyzed in detail. However, Marietta Boulevard is designed as an arterial roadway intended for truck traffic.

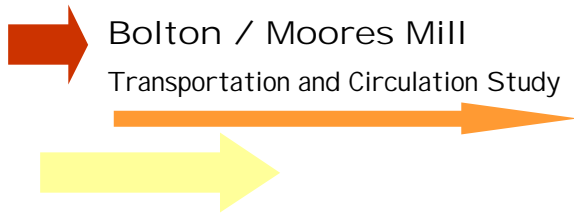
Comment Card Results

	Study Objectives		
Recommendations	Industrial traffic circulation and 2002 LCI study goals	Dedicated lanes for specific classes of traffic	Interconnectivity of the transportation system
Heavy Vehicle Route #2	Very Good (2) Good Okay (2)	Good (3) Okay (3)	Very Good(2) Good Okay (2)



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	Study Objectives		
Recommendations	Industrial traffic circulation and 2002 LCI study goals	Dedicated lanes for specific classes of traffic	Interconnectivity of the transportation system
Heavy Vehicle Route #2b	Very Good (4) Good Okay	Very Good Good (3) Okay	Very Good (4) Okay
Heavy Vehicle Route #5a	Very Good (3) Good (2) Okay	Very Good (2) Good (2) Okay	Very Good (2) Good Okay Not Good
Heavy Vehicle Route #5b	Very Good (2) Okay (2) Not Good	Very Good (2) Okay (2) Not Good	Very Good (2) Okay Not Good (2)
Bolton Road at Hollywood Road/Main Street Intersection Improvements	Very Good (3) Good	Very Good (2) Good Okay	Very Good (2) Good (2)
Bolton Road at Marietta Road Intersection Improvements	Very Good (2) Good (3)	Very Good (2) Good Okay (2)	Very Good (2) Good (2) Okay
Bolton Road at Marietta Boulevard Intersection Improvements	Very Good (2) Good (3)	Very Good (2) Good (3)	Very Good Good (4)
Traffic Signal Inventory and Assessment	Very Good Good (3)	Very Good Good (3)	Very Good (2) Good (2)
Traffic Calming Analysis and Implementation-Bolton Road	Very Good (2) Good (2)	Very Good (2) Good (2)	Very Good (3) Good
Traffic Calming Analysis and Implementation-Hollywood Road	Very Good (2) Good (2)	Very Good (2) Good (2)	Very Good (3) Good



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	Study Objectives		
Recommendations	Industrial traffic circulation and 2002 LCI study goals	Dedicated lanes for specific classes of traffic	Interconnectivity of the transportation system
Traffic Calming Analysis and Implementation-Marietta Road	Very Good (3) Good Okay	Very Good (3) Good Okay	Very Good (3) Okay
Traffic Calming Analysis and Implementation-Adams	Very Good (2) Good Not Good	Very Good Good Okay Not Good	Very Good Good (2) Not Good

Meeting Evaluation Summary

1. How would you rate this meeting overall? (1=very good, 5=very bad)

Very Good (3)

Good (2)

Adequate (0)

Bad (0)

Very Bad (0)

2. What did you like most about the meeting?

§ Presentation

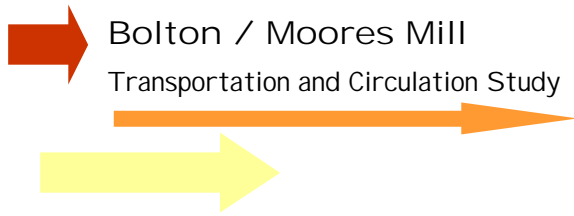
§ Was clear

§ Information

§ Question/Answer Session (good answers)

§ Work Session

§ Networking with participants



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§ The maps

3. In what areas do you feel the meeting could have been improved?

- Better maps during Powerpoint presentation
- Meeting facility (warmer room)

4. Do you have an understanding of the recommendations proposed?

a. Yes (5)

b. No Opinion (0)

c. No (0)

5. Regarding what you have learned, how would you rate the following statements?
(1=strongly agree, 2=agree, 3=neither agree nor disagree, 4= disagree, 5=strongly disagree)

a. I learned new information:

Strongly agree (3)

Agree (1)

Neither agree nor disagree (0)

Disagree (0)

Strongly disagree (0)

b. I was given an opportunity to provide input:

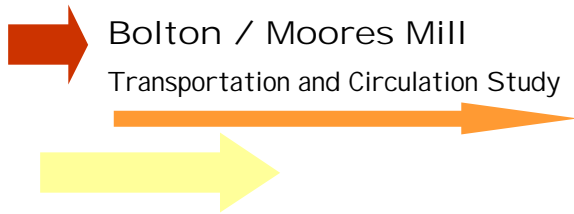
Strongly agree (3)

Agree (1)

Neither agree nor disagree (0)

Disagree (0)

Strongly disagree (0)



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6. How did you find out about tonight's meeting?

§ Word of Mouth (3)

§ Other (2)

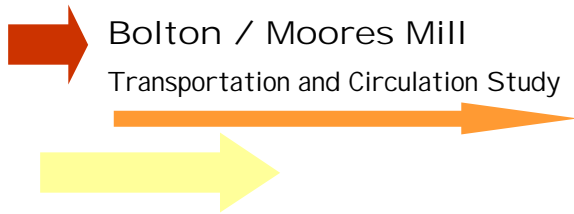
§ Previous meeting

§ E-mail (1)

Other Comments:

§ Keep the meetings coming

§ Having a council member present was very beneficial



Community Forum
January 13, 2004
Meeting Summary

Overview

The final City of Atlanta Transportation and Circulation Study community forum was held January 13, 2004, at the Collins United Methodist Church. Twenty six community members, City staff members, and team members attended the event. The goals of the community forum were to:

1. Provide an update on the project status
2. Present final draft plan
3. Prioritize recommendations

The public was notified of the community forum in several ways, including a press release, an e-mail blast, and flyers. In addition, the City's web site contained information about the study and the public meeting. Handouts included an agenda, a summary of the community workshop, and a draft of the Executive Summary.

The meeting format included a presentation, a question/answer session, and a work session where meeting participants were provided an opportunity to prioritize the recommendations.

Presentation

Maureen Gresham reviewed tasks completed to date, which included:

§ Public Involvement

- Three community meetings
- Three Advisory Committee meetings
- Interviews

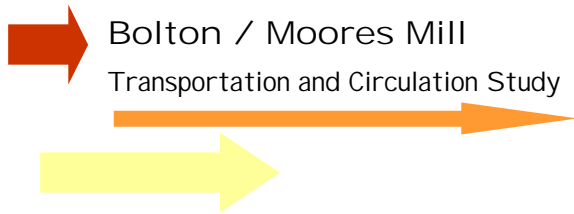
§ Data collection

§ Existing conditions

§ Analysis/recommendations

§ Final Plan documentation

Dan Dobry provided an overview of the final draft recommendations and noted that recommendations included:



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- § Circulation routes
- § Traffic congestion management
- § New truck routing
- § Intersection improvements

Specific recommendations included:

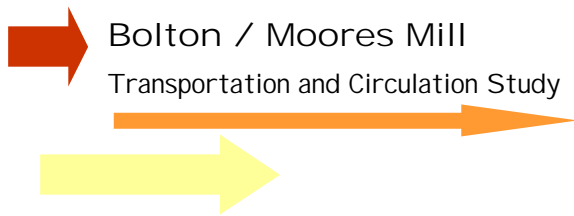
- § Bolton/Hollywood Intersection Improvement – realigns to a perpendicular intersection with Bolton Road; Hollywood cul-de-sac
- § Bolton/Marietta Boulevard Intersection Improvement– Relocates Adams Road and becomes right-in/right-out intersection; Moore’s Mill Road extension to Marietta Boulevard is included.
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- § Heavy Vehicle Route No. 5a and 5b– A proposed new roadway connecting to Bolton Road for trucks; removes trucks from Bolton Road east of James Jackson Parkway; approximate cost is \$12 million.
- § Heavy Vehicle Route Alternate 2a and 2b – new, based on input from community.

Mr. Dobry noted that all intersection improvements include upgraded sidewalks, crosswalks, and pedestrian features.

Mr. Dobry commented that the heavy vehicle/truck routing strategies will require City enforcement and signage. The combination of strategies is important in realizing the total improvement.

Mr. Dobry noted that a variety of traffic calming measures are recommended for specific roadways, however several types of traffic calming were analyzed for applicability to the study area. These included:

- § Chicanes
- § Speed tables
- § Roundabouts
- § Traffic circle



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§ Center island

§ Textured pavement

Ms. Gresham noted that next steps included:

§ Approval from the NPU, CDHR, then City Council

§ Implementation including TIP/LCI grant applications, preliminary engineering, coordinate with Atlanta Police, coordinate with railroads

§ Construction

Findings

Question/Answer

Question: Was the long time frame a big concern when recommending the construction of new east-west roadways better connecting industry to the interstate highways?

Answer: Not really. Some issues that were identified include impacts (noise) near residential uses.

Question: What is a chicane?

Answer: A median that requires drivers to slow down to navigate around – Marietta Road –

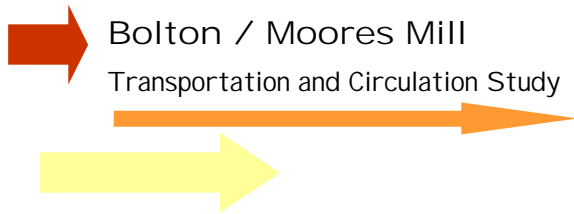
Question: How many responses were received to measure support for these recommendations?

Answer: Not many. That information is documented in the memo describing the December community meeting.

Question: What is the rationale for dual turn lanes on Marietta Boulevard?

Answer: Those are on southbound Marietta Boulevard.

Response: Thanks, I misunderstood.



Question: Previous studies show that Bolton Road pavement is seriously damaged. What is the strategy to fix that?

Answer: The City's Public Works Department is looking into that and weighing options.

Question: How many lanes are being planned on Atlanta Road south of the river?

Answer: Four lanes – to match what is planned to the north.

Question: Have railroads been involved?

Answer: They have been informed, but have not attended any meetings or sent any input.

Question: Why does project 5a not go directly to the interstate rather than through residential areas?

Answer: The final alignment will be defined in PE and design phase.

Questions: Is there a need to look at truck routes going east of Marietta Boulevard?

Answer: Perhaps. We did not address because it is outside the study area. Also, the study recommendations do not significantly alter or impact traffic to and from that direction.

Response: There is truck traffic in that direction that needs to be addressed.

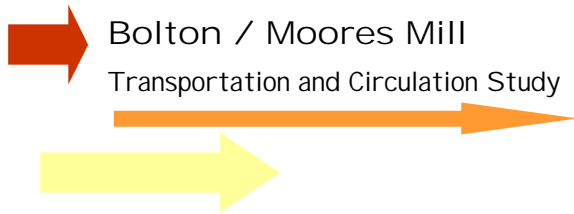
Question: How was this study communicated to the public?

Answer: NPU's and their committees, posters, and fliers.

Comment: Thanks to City staff. This effort has generally been a good expenditure, and well done.

Comment: Disagreement with recommended intersection concept at Bolton Road/Hollywood Road. There seems to be many impacts necessary. I am unaware of any accident history at that location.

Question: Do you have some measure of how feasible the projects are?



Answer: No. They are all feasible. Some will be more difficult than others, of course.

Comment: We have a good representation here tonight. We should vote as to the ranking of all projects, and as to whether we support each project.

Comment: The short-term projects are relatively less expensive than some other projects scheduled earlier. Perhaps the less costly projects could be phased earlier than proposed.

Comment: These projects will take a long time. Certain intersections (like Adams/Bolton) are unsafe now, and need attention – like an all-way stop or traffic signal.

Comment: Several intersections have not been addressed – (Johnson Road/Marietta).
Improve those places first where you **want** trucks to travel.
(Perry/W. Marietta/Johnson Road)
(W. Marietta/Marietta Boulevard)

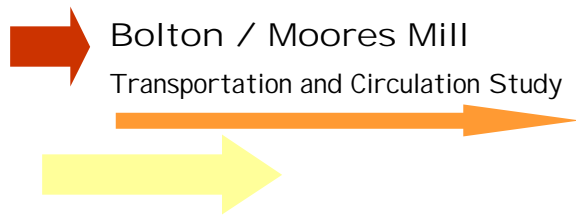
Response: The Perry/West Marietta Road and W. Marietta/Marietta Boulevard intersections are included in project 2.

Written Comments

§ In addition to infrastructure improvements, this study identified two additional strategies that are key to the success of the overall circulation plan. These include coordination with heavy vehicle users in the area, specifically Norfolk Southern and development of a city ordinance that will allow actual enforcement of the proposed “thru-trucks prohibited” signage proposed on designated streets.

§ Intersection improvement at Adams and Marietta Road should be considered a project.

§ Big priority, as an interim measures to slow down truck and other traffic on Marietta Road, place three-way stop signs at Adams Drive and Marietta Road. This is an extremely dangerous intersection of a 100 percent residential streets onto a heavily traveled truck route. Not only is there constant heavy truck traffic, but it almost always exceed the speed limit. A 3 way stop would make this intersection safer and also slow traffic down.



Bolton / Moores Mill

Transportation and Circulation Study

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Meeting Summary

Prioritization

Decision for participants to write down their recommended priorities tonight. The study team will be accepting those until January 21, 2005.